

COUNTRY Approved For Release 2000/06/26 : CIA-RDP82-00457R008500060007-9TOPIC Werneuchen AirfieldEVALUATION 25X1XPLACE OBTAINED 25X1ADATE OF CONTENT 18 June to 2 July 1951DATE OBTAINED 31 July 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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25X1X

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1. Between 18 and 22 June 1951, 2,800 laborers were employed at Werneuchen airfield. (1) The mixing machines which were temporarily unserviceable were again in operation. Concreting was completed on a 34,000 square meter section of the runway. (2) An additional 3.5 km of narrow-gauge field railway tracks were laid, thus making a total of 10.5 km. On 20 June, the construction superintendent said that, at a conference held at the Landesregierung in Potsdam, the target date for the completion of the work was set for 5 September 1951. According to source's opinion, this target date could not be met if work continued at the present rate. An observation tower was being erected 1,400 meters from the western edge of the runway. The height of this tower was 5 meters.
2. The 35 flatcars which arrived at the field on 22 June were loaded with six fuselages, 12 wings, and 12 large gray boxes, probably containing engines. (3) No shipping labels were seen on the flatcars which were being unloaded behind the hangars. Twelve trucks, four caterpillar tractors, and large and small boxes loaded on four cars also arrived on the train. According to the description of the fuselages and wings, the aircraft were of the same type as those parked in the hangars.
3. At 1:30 p.m. on 21 June, four twin-engine planes, each towing a cargo glider flew over the field at an altitude of about 500 meters and at a conspicuously slow speed. Source observed that front sections of the fuselages protruded far beyond the wings. The tapering wings had straight leading edges. They had no plexiglass noses. The cargo glider had a conspicuously thick nose. (4)
4. Between 25 and 29 June, 2,800 laborers were still employed at the field. Four Diesel locomotives, two 1-cubic meter Demag power shovels and two 2-cubic meter concrete mixers were also in operation. A strip of 44,600 square meters of the runway was saved with concrete. (5) The unripe corn in the western security zone 400 meters wide was harvested. The area was then plowed and graded. Colonel Karnatovski, (fmu), continually tried to speed up the work.

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5. At 8:30 a.m. on 29 June, it was seen from the west that eight twin-engine planes were towed out of hangars No 2 and 3. The aircraft were cleaned and towed back into the hangars without having their engines tested. Cleaning of aircraft continued until 4 p.m. It was learned that 24 aircraft revetments were to be built irregularly along the northern section of the planned taxiway around the field.
6. On 30 June, the following details were obtained from informants: Hangars No 1 to 4 were occupied, hangar No 5 was still closed, and hangars No 6 and 7 were empty. When inspecting hangar No 2 on 7 May 1951, it was observed that twin-engine aircraft with in-line engines, three-bladed propellers, and double rudder assemblies were parked there. Aircraft of the same type were closely parked in hangar No 1. (6) All the planes were covered with dust. The aircraft had a new coat of paint, new tires, but no numbers or markings. No scratches were seen on the planes. Except for the protective covers on the propellers, no means of preservation such as oil paper or grease were seen on the aircraft. The planes were maintained by 60 men who arrived at the field by truck on 23 May. The flight control building was not occupied.

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7. Between 28 June and 2 July, no aircraft were seen at the field. The hangars were closed. About 800 men were quartered in the barracks installations. Most of the soldiers wore black-bordered blue epaulets and some wore black-bordered black and black-bordered red epaulets. (7) A baker said that about 600 kg of bread were delivered daily to the field.

8. Concreting on the runway progressed slowly. Most of the laborers did grading work in the eastern section of the field. Dumpcars and rails which were not used in Werneuchen were transported to the airfield and used there. The MAS firm made tractors and plows available for excavation work at the field. About 50 meters of the drainage ditch along the western edge of the runway were completed from Rosa-Luxemburg-Strasse. The road was reconditioned.

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Comments.

- (1) This indicates that the number of laborers was increased by 200. The increase in the work force is possibly an indication that there are difficulties in meeting the target date.
- (2) If the runway is 80 meters wide, a strip of about 400 meters is paved with concrete.
- (3) The origin of the shipment is unknown. It appears that PE-2s of bomber regiments, which have been re-equipped with type-27 planes are parked at Werneuchen airfield. The exact number of parked aircraft is unknown.
- (4) The cargo gliders, towed by IL-12s, are probably assigned to those gliders which landed at Staaken airfield on the same day. It has not been determined whether the cargo gliders are stationed in Staaken or at another airfield of the Soviet Zone of Germany or whether they are stationed only temporarily in the Soviet Zone.
- (5) This indicates that a runway strip of about 100 meters was paved with concrete in one week.

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- 6) The hangars are numbered consecutively from west to east, starting with 1.
- 7) It appears that an air force ground unit and an army unit are stationed at Werneuchen airfield.

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